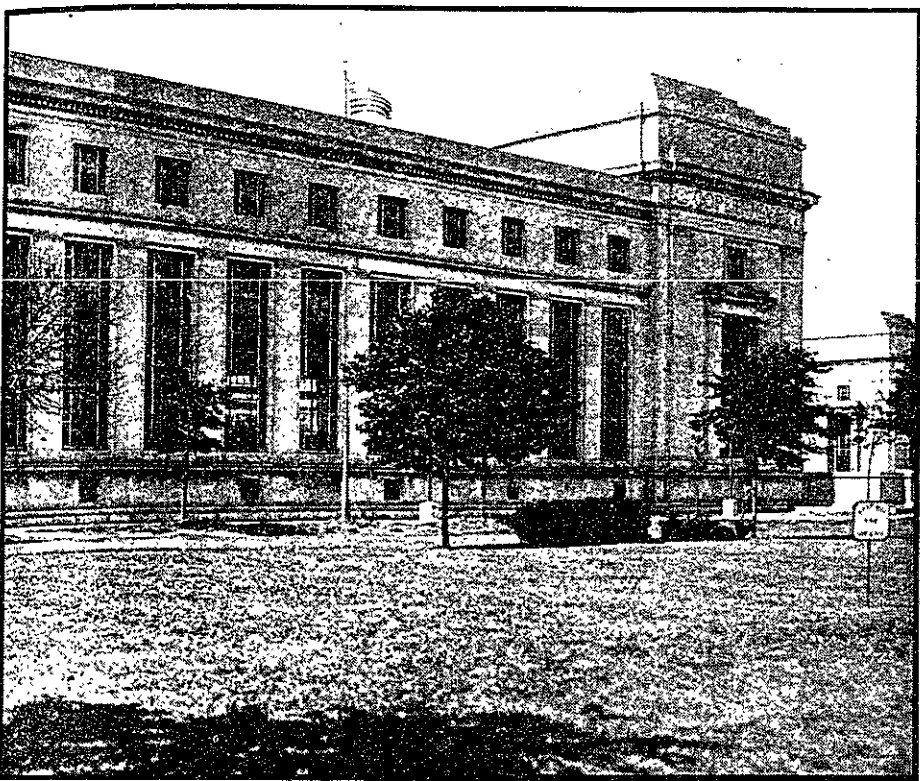


Technology School of Military Aeronautics Has Graduated 700 Men



(Copyright Boston Photo News Co.)
BARRACKS OF TECHNOLOGY SCHOOL OF MILITARY AERONAUTICS

HOW many years of preparation have found Technology ready to aid the Government in its prosecution of a world war is readily apparent when one considers the gigantic task that the Institute has undertaken under the present abnormal conditions. Immediately upon the declaration of war, President Richard C. MacLaurin of Technology notified Washington officials that the Institute, its faculty and students were ready to do their utmost in the furtherance of any projects which the Government might plan in its campaign for universal democracy. Almost immediately the reply came from Washington to the effect that another ground school was needed for training the men in the Aviation Section of the Signal Corps. No sooner asked than done—for the following day the Institute telegraphed back that preparations had been completed for the instruction of a few aviators.

CREW RACE SATURDAY

Summer Students to Meet West
Lynn Club at Lynn

The crew which has been organized among the students attending the Institute this summer will meet the West Lynn Boat Club next Saturday in Lynn Harbor, over a mile and a half course. The Farragut Boat Club may also enter the race, thus making it a triangular event. Cups will be given to the members of the winning crew, including the coxswain. The lineup for the race is as follows: 1. Webster, 2. Mordough, 3. Lee, 4. Sherman, 5. Falkenberg, 6. Merrill, 7. Untersee, 8. Burroughs Cox, Felsenthal.

The crew received a defeat last Thursday at the hands of the oarsmen from the West Lynn Boat Club, in both the doubles and the eight-oar contests. Technology led for the first mile, but their endurance was poor. The Institute crew has had but very little opportunity to practice, owing to the intensity of the summer courses in which they are receiving instruction, and as a result, were not up to the standard shown by their opponents in the races; while on the other hand, the slight loss of men due to the war from the West Lynn Boat Club has not so seriously

(Continued on page 3)

NEWS MEETING OF THE TECH
THERE WILL BE A MEETING OF
ALL MEN CONNECTED WITH THE
NEWS DEPARTMENT OF THE TECH
ON THURSDAY, JULY 11, AT 5.40
O'CLOCK. ATTENDANCE WILL BE
TAKEN, AND ALL MEN ABSENT
WITHOUT HAVING PRESENTED A
WRITTEN EXCUSE BEFOREHAND
WILL BE DISCREDITED.

MAJOR COLE CRITICALLY ILL

Major Edwin T. Cole, U. S. A., Retired, Professor of Military Science at Technology, has been in a serious condition for over a week at the Brooks Hospital in Brookline. He was taken ill on Friday, June 5, at his home in Brookline. An operation on the next day showed a serious condition of peritonitis following a perforated appendix, but at the latest report, the Major was resting comfortably and his condition, though still very serious has shown a slight improvement.

Major Cole has been in relatively poor health for some time and took a vacation under doctor's orders shortly before the close of the school year. On Friday afternoon he complained of not feeling well, but examinations disclosed no symptoms. On Saturday his condition changed suddenly and he was removed to the Brooks Hospital on Corey Hill. At three in the afternoon he was operated on for appendicitis.

BOSTON PARK TO HAVE ANTI-AIRCRAFT GUNS

Recent Correspondence Between
Colonel Shunk of Engineers
and Mayor Peters Tells of
New Air Raid Protection

GUNS TO BE IN PUBLIC GARDEN

According to correspondence exchanged between the Office of the Corps of Engineers, War Department, Washington, and Mayor Peters of Boston, the Hub is to be protected from possible air raids by the installation of anti-aircraft guns in the Public Garden adjoining Boston Common. Mayor Peters has given his consent for the building of concrete emplacements for such guns.

Boston is not the only large city on the coast in which measures are being taken to insure the protection of the inhabitants in case hostile airplanes are sighted on this side of the Atlantic. In New York City the work of digging excavations for similar emplacements has already been begun.

The correspondence between the War Department and Mayor Peters follows:

United States Engineer Office,
25 Pemberton Square,
Boston, Mass., July 5, 1918.
The Honorable, the Mayor, City of
Boston, Boston, Mass.:

Dear Sir: It has become probable that the United States may wish to locate anti-aircraft guns in the Boston Public Garden, near Arlington Street and Commonwealth Avenue. The emplacements contemplated are concrete platforms of limited extent, and the United States undertakes when the emergency is over to remove them and leave the site in as good condition as

(Continued on page 4)

Y. M. C. A. WORKERS WARNED

Washington, June 22—Y. M. C. A. workers and other civilians accompanying the army abroad are warned in a memorandum by the judge advocate general's office to refrain from participation in actual fighting, since by doing so they would be subject to execution upon capture by the enemy. Inquiries from Y. M. C. A. men who had been told they would be shot if they fell into the hands of the Germans, led to issuance of the memorandum. It said:

"It is true that captured soldiers incur no liability to be executed by reason of having participated in combatant service. The same is true of those captured Y. M. C. A. workers who have pursued exclusively their appropriate work. If Y. M. C. A. workers or other civilians should engage in actual combat, they would subject themselves to the danger of being executed. The principle is simply that only soldiers have the right to engage in warfare."

(Continued on page 3)

TECHNOLOGY NAVAL AVIATION SCHOOL IS VICTOR IN BIG MEET

Institute Men Win July Fourth Contest by Virtue
of Excellent Preparation Given Them by
Intensive Military Training

B. J. GRIFFITH TAKES INDIVIDUAL HONORS

The Technology Naval Aviation School lived up to all expectations in the track meet held on Boston Common July 4th, by carrying away high honors. The splendid showing that the Technology men made is attributed to the fine condition that the men were in as a result of their training here, and to the hard work of their coach, Mike Devaney, the former Melrose champion runner. The Technology men captured the majority of the prizes, winning the first two places in the 100-yard and quarter-mile events, first in the mile run, the tug of war from the Harvard Radio School and the relay race.

MAGAZINES FOR SOLDIERS SHOULD BE CURRENT DATE

The Post Office Department authorizes the following:

"Attention is again called to the fact that many of the unwrapped, undressed magazines mailed by the public at the 1-cent postage rate for soldiers and sailors are so old as no longer to be of any interest and, therefore, are useless for the purpose intended. Postmasters are requested to give this matter publicity and should accept from the public for mailing at the postage rate of 1 cent each only such magazines as are of current or comparatively recent issues, as, for instance, a weekly publication should be not more than two or three weeks old, and a monthly publication not more than two months old.

"Many of the undeliverable magazines sent by postmasters to the assembling points in the different States for ultimate distribution among soldiers under the instructions embodied in article 31, page 9, of the September, 1917, supplement to the Postal Guide are also so old or of such character as to be of no value. Postmasters are requested therefore, to exercise care and discretion in selecting the undeliverable magazines and not send to their State assembling points any such magazines which are so old as to be of no use, as above indicated, or which do not contain matter of general interest."

NAVIATORS SEE DEVENS

Boston War Camp Community
Service Entertains

Last Saturday the members of several flights of the Technology Naval Aviation School were entertained by the Boston War Camp Community Service with an elaborate program of sport and entertainment, including an automobile trip to Camp Devens, athletics and a barbecue. An important feature of the day was the reviewing of the men by Viscount Ishii, who is Japanese Ambassador to the United States, Admiral Spencer S. Wood, Mayor Peters of Boston, and other dignitaries. The Technology Aviation School was accompanied by the chaplains and men from the Radio School stationed at Harvard, Commonwealth Pier, Merchant Marine, the Naval Reserve, and ships now at the Boston Navy Yard.

Headed by the naval band from Commonwealth Pier, Executive Sec. Rufus D. Smith of the War Camp Community Service, Hobart W. Smith, song leader for the First Naval District; George V. Brown, director of athletics for the First Naval District; J. J. Murphy, Naval recruiting officer for the district, and Raymond W. Bilton, manager of automobile hospitality, the 200 machines volunteered for use by prominent men of Boston, proceeded along Boylston street to Clarendon street, and thence past the steps of the Copley-Plaza Hotel

(Continued on page 4)

The showing of the representatives of Uncle Sam in the different training stations was most praiseworthy, and showed that the different men in the service are rapidly improving through their war training.

B. J. Griffith of the Technology Naval Aviation School was one of the big winners of the meet by his double victory in the 100-yard and quarter-mile run. Starting off from the four yards in the century and the 10-yard mark in the quarter, he showed a clean pair of heels to the rest of his competitors, winning the 100 yards in 10 1-5 seconds and the quarter in 52 seconds.

Another great race was furnished in the 3-mile handicap, in which Jimmy Henigan of the Dorchester Club was forced to take the dust from Cecil Leath of the B. A. A.

This newcomer in the local ranks surprised all the talent by beating Henigan almost at his own game. Being conceded a handicap of 110 yards he took his time until the closing laps, and after Henigan once passed him he came back and beat Jimmy home in fine fashion. He looked as if he would have been able to beat Henigan from off the scratch mark.

Frank Shea, the intercollegiate champion, showed best in the relay race for the Technology first relay team. In the 100-yard service equipment race he finished third, claiming a bad ankle.

Harold Weeks ran a splendid mile race, which he won from scratch in 4 minutes 41 seconds, while Mike Devaney had a walkover in the half-mile ser-

(Continued on page 4)

NINETEEN WOMEN STUDENTS IN ELEVENTH GOVERNMENT SCHOOL AT THE INSTITUTE

Nineteen women students arrived at the Institute last Monday, July 8th, to take special summer courses which would prepare them for Army work, especially in the Medical Corps. This move is another step in the Government's program to train women for many of the positions formerly held by men.

The additional nineteen students increases the total number of co-eds at Technology to twenty-six, a number which has never before been attained. All of the new students are college graduates, and among them are representatives of Smith, Wellesley, Radcliffe, Mt. Holyoke, Simmons, Vassar, and Iowa State. The young women who have entered the Institute are registered in five courses, fourteen of them having selected Biology, two are taking Chemistry, and one each in Electrical Engineering, Architecture, and Mechanical Drawing.

At the Government's suggestion the students in the Biology course are to study public health laboratory methods and bacteriology. At the completion of their course, these students will become assistants in Army hospital laboratories.

This is the eleventh school which Technology has undertaken at the instigation of the Government.

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Although communications may be published unsigned if so requested, the name of the writer must in every case be submitted to the editor. The Tech assumes no responsibility, however, for the facts as stated nor for the opinions expressed.

The Editor-in-Chief is always responsible for the opinions expressed in the editorial columns, and the Managing Editor for the matter which appears in the news columns.

IN CHARGE THIS ISSUE

Carole A. Clarke '21 Night Editor
Henry L. R. Kurth '21 Night Editor

WEDNESDAY, JULY 10, 1918

WHAT ABOUT IT?

THE men who cross the sea to fight under the American banner in this great war for world-freedom have a right to expect those of us who remain behind to support them valiantly. We are reminded daily of the nation's needs, and a whole-hearted response to every demand is essential to a successful termination of the war. These appeals are not impersonal; they are addressed to you and me. Not a man, woman or child in America but is vitally concerned in the issue, and we are all, in a very true sense, factors in the mighty struggle.

When the boys come sailing home we want to be able to meet them with a consciousness that we have failed at no point to strengthen and sustain them. We shall be grateful to them when it is all over; it is our business now to establish a firm basis for a reciprocal gratitude on their part.

The soldier and sailor fights only half the battle; we on this side of the wide water can not shirk our obligation to supply our half of the fighting power. Every household, every field in America must play its part in this struggle.

There must be no heartache in the day of peace, no regrets that we might have hastened the end by a keener realization of our responsibilities. The thousands over there must never question the loyal cooperation of the thousands over here.

THE GIFT BEARING GERMANS

IF any of the peace proposals which have come from the Teutonic allies, had come from nations alive to their international obligations, jealous of their national integrity, scrupulous as to their general honor, the world might be cheered by the hope that, presently, when the scales had fallen from deluded but honest eyes, we might reach a basis which would offer the poor comfort of a gradual rapprochement. But the Teutonic allies are not such nations—not any of them. They are, together, notorious for the lack of the things mentioned above. So, behind each offer camouflaged as Peace, hides the grinning skeleton of other wars; of national and personal deceit; of the advance repudiation of the very obligations they propose to take; of the absolute indifference to Right; of the utter lack of aggregate and individual honor. All these are gladly lost, sunk, destroyed, in the mad stress to achieve unholy means to unholy ends. It is hopeless to treat for peace with sovereigns so entirely turned from right to wrong thought. But one thing these peace offers with baleful, hidden purposes will do: they will fix forever our determination to conquer this Intolerable Thing and to turn the minds of the rulers and peoples who have conceived and are fostering it, toward the Right, or else to put them aside from the path of honest nations and men, to live sequestered in their ignominy. One of these two things is to be the judgment of the world against the Teutonic allies.

The sentries who formerly guarded carefully the board walk in du Pont court during the day only have been taken off. You will find them now patrolling the school grounds at night. This is a whole lot more satisfactory, it strikes us, both from the standpoint of protection to the school and training for the men.

Four men out of five on the "Garabed" committee were Technology professors and three of them Institute graduates. This is merely a recent expression of a long established opinion that the Institute is the final court of appeal in scientific matters.

PERSONALS

Announcement is made of the marriage of Miss Lois Carver, Vassar '18, daughter of Mr. and Mrs. Eugene Pendleton Carver of Brookline, to Mr. Donald Read Stevens, '11, of Akron, Ohio. The ceremony took place last Tuesday at the First Parish Church in Brookline, and was followed by a reception at the home of the bride's parents, 15 Buckminster Road.

Miss Carver's sister, Mrs. Frank Noyes Brooks, was matron of honor and the bridesmaids were Miss Ella Keats Whiting, the Misses Marion and Ruth Pond of Brookline and Miss Elsa Carter of Chicopee Falls, all college friends of the bride.

Mr. Stevens was graduated from the Mechanical Engineering course at Technology with the class of 1911. The ushers, all except one, classmates of Mr. Stevens at Technology, were Mr. P. Desmond White, '11, of New York, Mr. Lawrence G. Odell, '12, of Akron, Mr. Gordon B. Wilkes, '11, of Newton, and Mr. Ransom F. Carver, a brother of the bride.

Mr. and Mrs. Ernest Hasseltine of 38 Russell street, Arlington, recently announced the marriage of their daughter, Miss Olive Gould Hasseltine, to Sergeant Alan Porter Sullivan, '17, of Terryville, Connecticut, at Washington. The couple are now enjoying a brief wedding trip before Sergeant Sullivan is called away to France.

Sullivan prepared for the Institute at



SERG. ALAN P. SULLIVAN '17

Hartford Public High School. He was graduated from Technology with the class of 1917, receiving his degree in electrochemistry. While at the Institute, he engaged prominently in activities, being a member of the News Board of THE TECH, of class tug-o-war teams in his first two years, and of the electrical engineering and chemical societies. Sullivan is a member of Pi Delta Epsilon. After his entry into the service at Camp Devens he was detailed to the War Department at Washington for special chemical experimental service.

An announcement has recently been made of the marriage of Miss Elsa Clara Habicht of Chicago, to Emil Edward Mueser of New York. The wedding took place last June at Longue Vue, Hastings-on-Hudson, New York.

Mrs. Mueser is a graduate of Technology, class '1916, and Radcliffe College. At the Institute Mrs. Mueser was a student in the course in chemistry. She was a member of Cleofan and the Chemical Society, and was popular among her classmates. Mr. Mueser was graduated from an engineering course at Columbia University, and is at present superintendent of the plant of the Aluminum Company at Niagara Falls.

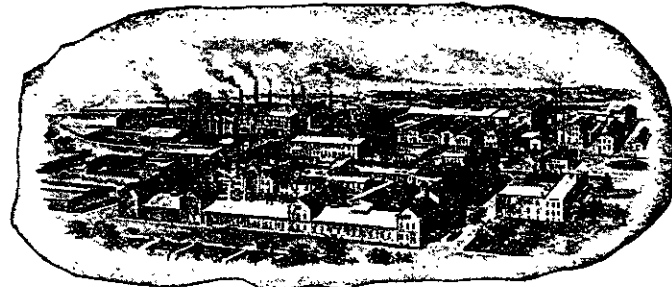
A naval wedding of interest in college circles took place in Arlington last Saturday evening at 7 o'clock, when Miss Gladys Chamberlain of that town was married to Mr. Harlan Long Reyeroft, also of Arlington, a member of the United States Naval Reserve Flying Corps, in training at the Technology Naval Aviation School. The ceremony was performed at the home of the bride's parents, Mr. and Mrs. George Arthur Chamberlain, at 72 Jason street.

The bride was attended by her sister, Miss Ruth Alice Chamberlain of Arlington, and the best man was James R. Lincoln of Wareham, a classmate of the bridegroom, Harvard '15. Miss Edith W. Chamberlain of Arlington, another sister of the bride, was the flower girl and there were two ring bearers, Mr. Philip D. Chamberlain of Arlington, brother of the bride, and Miss Elizabeth Lombard of Arlington.

With the exception of Mr. Moulton Reyeroft of Arlington, brother of the bridegroom, the five ushers were fellow Naval Aviators of the bridegroom, all of whom are now in training for commissions at the Naval Reserve Aviation training school at the Institute. They were Mr. Willis V. Dougherty of Kansas, Mr. Frank W. Chamberlain, Jr., of Arlington, cousin of the bride, Mr. John G. Hutchinson of Arlington, and Mr. Francis B. Waterman of San Francisco, Cal.

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Following a brief wedding trip the bridal couple will be in Cambridge until Mr. Reyeroft leaves for a Southern flying field, probably in about three weeks.

The bride was graduated in 1917 from the Wheelock school. She is a cousin of Miss Florence Folger who is well known in Technology circles, being a popular member of the class of 1920, in the electrochemistry course. Mr. Reyeroft was prominent in athletics both in high school and in college. At the time of the Mexican trouble he enlisted in Battery A and saw service on the border. He was operated on later and was honorably discharged. He enlisted this year in the Aviation Corps of the Naval Reserve, on recovering from his injury. He is the eldest of three brothers, who are sons of Mr. and Mrs. Louis W. Reyeroft of 234 Pleasant street, Arlington.

NAVY NEEDS HOSPITAL MEN

The Navy needs experienced hospital apprentices, as male nurses and junior pharmacists' mates are called. It was stated today that with the great increase

of small ships, Navy doctors could not be provided for all of them, being more urgently required on larger ships. But experienced pharmacists' mates, trained in Navy work, are assigned to even the smallest ship carrying men.

Men with some hospital or nursing experience, or available young men willing to start at the bottom, will be accepted.

Five draftsmen are wanted for the Naval Experimental Station at New London.

Commander Mitchell, chief enrolling officer of the Navy here, also issued a special call today for five men experienced in production work. They must know how materials, methods of production, factory administration and possess some executive ability. They will be given ratings of chief yeoman to start.

New registrants, it is announced, may enlist in the Navy under a decision of Provost Gen. Crowder if they are not within the current quota.

Pledge yourself to save to the utmost and to buy a definite amount of War Savings Stamps each month.

ARMY AND NAVY NOTES

Two noted champions in track athletics have recently been enrolled in the Technology Naval Aviation School in the persons of Frank J. Shea of the University of Pittsburg and Carl R. Erdman, Jr., of Princeton. Shea is the National and intercollegiate champion at the quarter-mile and Erdman is the intercollegiate champion hurdler. Both men have shown exceptional class for war times, when so many champions preceded them in going into the service.

Shea, for two years now, has cleaned up in scratch quarter-mile races and is a worthy successor of Ted Meredith at this distance and, like Ted, is a wonderful racer. He has all-round ability, too. In the recent intercollegiate he ran his fastest quarter. His time was 47 3-5s, only 1-5 behind Ted Meredith's world's record of 47 2-5s.

Erdman is a very superior hurdler, and in his three big meets this year, the Penn relay carnival, the Harvard-Yale-Princeton triangular meet and the intercollegiate, he cleaned up in the races over the barriers. In the intercollegiate he won the high hurdles in 15 2-5s and the low in 24 2-5s. He also beat Johnson of Michigan, one of the marvels of the year, in the high hurdles over a grass course in the Penn relay carnival, in 15 2-5s.

Shea has been earning his way through the University of Pittsburg as a telegraph operator for the Pennsylvania Railroad, and was president of his class. In the Penn relay carnival he ran two remarkable quarters in winning relay races. In one he was timed in 48 4-5s and in the other in 49 2-5s.

According to word received recently, George H. Watkins of 7 Story street, Cambridge, a widely known athlete, has recently been commissioned a second lieutenant in the aviation service, and has won the double wings of a pilot.

Lieutenant Watkins entered the service many months ago and attended the Technology Naval Aviation School and the Princeton University School. Later he went to a flying field in Texas, where he is at present stationed.

Lieutenant John Mitchell, of Clifton, Ohio, a graduate of the Technology Naval Aviation School, was recently engaged in a thrilling air battle, during which a German plane was shot down. Lieutenant Mitchell and three other American aviators, Lieutenant Carlisle Rhodes of Terre Haute, Indiana, Lieutenant S. P. Thompson of Homeoye Falls, N. Y., Lieutenant Waldo N. Hinrichs of Granville, Ohio, were patrolling the lines five or six kilometres inside the German front when they encountered six enemy machines. The battle began at an altitude of 4,200 metres, and continued until the machines had dropped down to 2,300 metres from the earth. It lasted 20 minutes.

An hour later eight American machines engaged 15 enemy airplanes at a height of 4,700 metres. The combat swayed backward and forward over the German and American lines near Chateau Thierry. The German machines were higher than the Americans, but the latter manoeuvred their airplanes admirably in the fight. Suddenly one of the enemy airplanes went spinning downward, chased by two of the Americans, Lieut. Ralph A. O'Neil of Nogales, Ariz., and J. C. Raible of New York.

It is believed that the German airplane was out of control during its plunge. Lieut. Mitchell attended St. Mark's School and entered Harvard Class of '18. He left college in the middle of his junior year and enlisted in the Aviation Service, Feb. 16, 1917.

He studied flying at Key West and later at Miami and there received his commission in June, 1917, as first lieutenant. He later took a course of training at the Technology Naval Aviation School until September of last year, when he was ordered to New York and sailed for France. He has made rapid progress under French instruction.

One of the five American aviators decorated with the Italian War Cross by King Victor Emmanuel on July 4 is a graduate of the Technology Naval Aviation School, Lieutenant Raymond Baldwin, son of Mrs. J. N. Staples, Jr., of 59 Mason Terrace, Brookline.

Baldwin was conspicuous as a football, baseball and track athlete at Volkman School, from which he was graduated in 1912. In his senior year there he captained the track team. He was graduated from Harvard in 1916 and was attending law school when he entered the Technology Naval Aviation School. He has been on the Italian front for more than 11 months and has done some notable work.

The marriage last Tuesday of Miss Eleanor Morton Brown, daughter of Mr. and Mrs. Harry Hosmer Brown of Brookline, and Ensign Nehemiah Boynton, Jr., followed closely the announcement of their engagement, as the bride-

groom expects to be called for duty abroad in the Naval Flying Corps at once.

Ensign Boynton is an Amherst '19 man few days in New York and will then go to Washington, where they will be entertained by Mr. Boynton's sister, Mrs. Charles Belcher Rugg.

Ensign Boynton is an Amherst '19 man and a member of the Chi Psi fraternity. He was recently commissioned Ensign after being graduated from the Technology Naval Aviation School, and was subsequently ordered for duty abroad. When he leaves for foreign service Mrs. Boynton will return to Brookline and make her home with her parents during his absence.

Francis C. Emmons, 103 Colberg avenue, Roslindale, a graduate of the Technology School of Military Aeronautics, has been commissioned first lieutenant in the Aviation Corps on recommendation of the Commanding General of the American Expeditionary Forces. Lieutenant Emmons has also received the French brevet, which carries with it permanent membership in any aero club in the world. He is the son of Mrs. Mary Emmons Kendall, and grandson of Judge W. H. Emmons, former police commissioner of Boston.

Miss Helen M. Barton, Radcliffe '14, daughter of Prof. and Mrs. George H. Barton of Cambridge, was married last week to Harold F. Eastman, Harvard '16, son of Mr. and Mrs. M. N. Eastman of Cambridge.

After the ceremony there was a reception at the home of the bride's aunt, Dr. M. Josephine Beede, Conway street. The groom wore the uniform of an officer in the Aviation Corps, having just completed his course at Technology. He will go into immediate service, and his bride will return to her duties in the Ordnance Department, Washington.

Lieutenant Burr W. Lewson, an American aviator and a graduate of the Technology School of Military Aeronautics, has been reported a prisoner in Germany. The location of the prison camp where he is held is not known.

His home is in Spokane, Washington, where his father lives. He was formerly a newspaper man at Toronto, Can., and was in the class of 1919, University of Toronto, before coming to the Institute.

He was one of the earliest graduates from the school and was sent directly to France for his flying training, following the completion of his ground-work course here.

TECHNOLOGY SCHOOL OF MILITARY AERONAUTICS

(Continued from page 1)

Military Aeronautics has its barracks, its headquarters and its class rooms.

The Civil Engineering Department has given up its museum and library room, its large auditorium and its draughting room, including splendid halls looking out upon the bridge and the river. Here, from that day to this there has been a never failing supply of Army aviators, and numbers of men "Over There," already in the air and taking their toll of the Boches, and, sad to say, paying toll from time to time, all coming from the Technology School of Military Aeronautics. The men studied in the laboratories and class rooms facing the river and the Grand Court, they drilled on Tech Field, they rested on the cool grass of the parkway by the basin, and from a school fitted for the purpose of a special training they have gone forth to serve. During the present summer large squads of them will be undergoing training at Technology.

At the close of the ground school last spring, a somewhat similar school was opened at the Institute by the same Army Corps and under the same officers, for the instruction of aviation engineer officers to supervise the manufacturing of airplanes and engines in plants all over the country and look after the motors and plans at the flying fields.

For admission to the course, which at first consisted of eight weeks training and was later lengthened to twelve weeks, a high school education and a good knowledge of motors are requisite. The men are given a thorough training in the theory and construction of engines, motor transport, aeroplane rigging theory of flight, use of instruments, military law, army administration, and the principles of modern warfare.

The school has graduated over six hundred men, having sent out one squadron every week since February. Further enlistment to the course, both at Technology and at other similar schools has stopped, but the course will continue until the present squadrons have graduated. All told there will have been graduated about seven hundred men.

A compliment has been paid to the instructing force at the Technology

School of Military Aeronautics through the fact that recently out of 280 officers considered by the department for service overseas, the four most efficient officers selected were graduates of the earlier classes of the Engineers Officers' Course established at the Institute.

The permanent instructing personnel of the school consists of the following: A. L. Sneed, Major, U. S. A., Commandant; L. L. McGrady, '17, Lieutenant, U. S. R., Adjutant; Paul C. Leonard, '18, Recorder; W. A. Fleming Jones, Lieutenant, U. S. R., Supply Officer; C. S. Butler, Captain, Medical Officers' Reserve Corps; Cecil H. Peabody, Professor of Naval Architecture, President of the Academic Board; Charles J. Emerson, Dean; Frank M. Kanaly, Instructor in Calisthenics; Walter Humphreys, Lecturer in Astronomy; Leicester F. Hamilton, '14, Instructor in Military Drill and Organization of Armies. In addition to these men there are about fifty others who instruct the men in various branches of their work.

CREW WILL RACE SATURDAY

(Continued from page 1)

affected their crews as to give them a weaker contingent as has usually been the case. The strength of the latter club may be judged from the fact that they won major honors in the various races of the thirty-second annual New England Amateur Rowing Association Regatta, of which the contests engaged in by Institute crews were a part.

The individual honors of the regatta were captured by Stanley Dunham of the West Lynn Boat Club, who engaged in both of the races against Technology and in several others. He won the single-scutt shell event for juniors, rowed bow in the winning junior double-scutt shell race, and also rowed in the victorious senior eight-oared shell event.

The single and double scutt races were rowed over a mile and a half course with a turn, while the eights rowed a mile straightaway course.

The opening event was the junior single-scutt event. Stanley Dunham, pulling a steady stroke all the way, was not headed, but was given a great race by J. Shea of the Riverside Boat Club.

The senior single-scutt race brought out some great rowing, John J. Sullivan of the St. Alphonsus Boat Club taking the event from Carey Faulkner of the Riverside Boat Club in a race that was nip and tuck all the way. Sullivan, by a reserve burst of speed, pulled across the finish line a scant half length ahead of Faulkner.

The double-scutt event went to the West Lynn Boat Club over Technology. T. O'Malley and Dunham were the winning pair.

The junior eight race between the Farragut Boat Club and the West Lynn Boat Club was a hard-fought race, the latter club's shell pulling through a winner by about half a length.

The senior eight-oared shell race went to the West Lynn Boat Club also. Technology was West Lynn's opponent in the event.

The only service event on the programme was the navy cutter race. The Radio School first crew had an easy time outclassing the second and third crews.

Senior single sculls—Won by John J. Sullivan, St. Alphonsus A. A.; second, Carey Faulkner, Riverside Boat Club; third, Peter Scanlon, West Lynn Boat Club; fourth, G. H. Smith, Lakeside Boat Club, Worcester; fifth, Archie M. Osher, Crescent Canoe Club. Time, 10m. 37s.

Junior single sculls—Won by Stanley Dunham, West Lynn Boat Club; second, John Shea, Riverside Boat Club; third, F. M. Curran, Rockrimmon Boat Club; fourth, John E. Gough, Metropolitan Boat Club, New York. Time 11m. 2 1-2 s.

Junior double sculls—Won by West Lynn Boat Club (T. O'Malley, Stanley Dunham); second, Technology (J. Falkenberg, E. Mordough). Time, 10m. 20s.

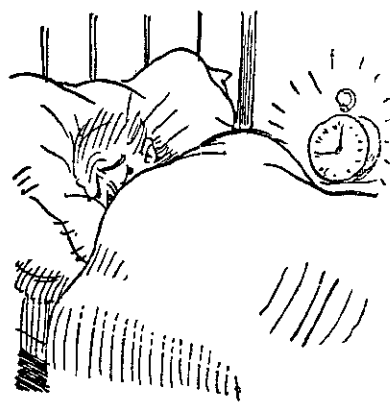
Senior eight-oared shells—Won by West Lynn Boat Club (stroke J. O'Malley, 7. Stanley Dunham, 6. J. Cain, 5. Y. Loughlin, 4. D. White, 3. Eaton, 2. J. Connolly bow Joe O'Rourke coxswain Henry Wall); second, Technology (stroke R. Rackett, 7. M. Untersee, 6. Mordough, 5. Falkenberg, 4. Merrill, 3. Watson, 2. Sherman bow Webster coxswain Webber). Time 9m. 26s.

Junior eight-oared shells—Won by West Lynn Boat Club (stroke James Walsh, 7. O'Leary, 6. McBride, 5. O'Connor, 4. Grace, 3. Furrier, 2. Cremer, bow J. Walsh, coxswain Henry Wall); second, Farragut Boat Club (stroke Bond, 7. Jackman, 6. Sullivan, 5. S. Johnson, 4. J. Johnson, 3. Clavin, 2. Humphreys, bow Fenos coxswain Dowling). Time 9m. 19s.

Cutter race—Won by Radio School first crew (Everett, Youngburg, Cady, Dell Meyer, Moransey, Watson, Martin Baney, Cavareux, coxswain Sutherland); second, Radio School second crew; third, Radio School third crew. Time 8m. 30s.

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Up

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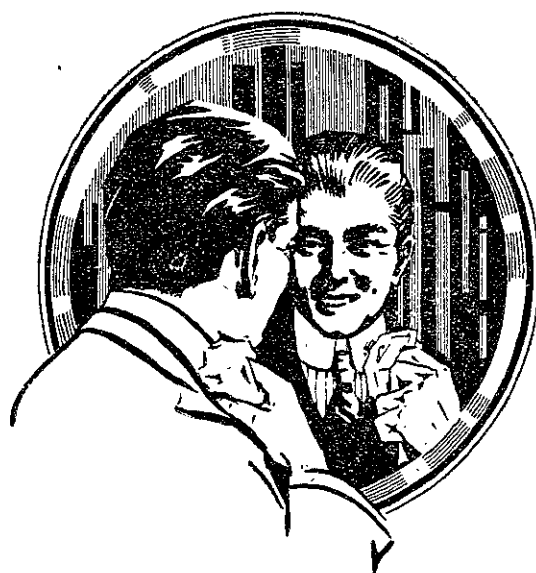
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AVIATORS WIN TRACK MEET

(Continued from page 1)

vice race, beating Lumpkin of the Technology Naval Aviation School, and Weeks.

In the chariot race, which was tried for the first time, the victory of the First Battalion, Harvard Radio School, over the second was one of the most interesting events of the day.

Many of the officers from the different training ships and camps viewed the contest, while more than 10,000 spectators were around the enclosure.

In the contests were former national intercollegiate, New England and metropolitan champions.

The summary:

Military Events

Final heat, 100 yards in uniform—Won by Pat. French, Portland Naval station; R. T. Keeler, Technology Naval Aviation, second; Frank Shea, Technology Naval Aviation, third. Time 12s.

880-yard run—Won by M. A. Devanney, Technology Naval Aviation; R. A. Lumpkin, Technology Naval Aviation, second; H. E. Weeks, Technology Naval Aviation, third. Time, 2m. 11s.

Tug of war—Technology Aviation vs. Harvard Radio School—Won by Technology Naval Aviation. Time, 2m.

Relay race, Technology Aviation, first team vs. second team—Won by first team (Mooney, Erdmann, Keeler, Shea); second team (Parker, Lumpkin, Weeks, Devanney).

Chariot relay race, Harvard Radio School, first battalion, vs. second—Won by first battalion.

Open Handicap Events

Final heat, 100-yard dash—Won by B. J. Griffith, Technology Naval Aviation; A. R. Post, Technology Naval Aviation (5 yards), second; Bart F. Macchia, unattached (1 yard), third. Time 10 1-5s.

440-yard run—Won by B. J. Griffith, Technology Naval Aviation; Everett J. Wilson, Technology (20 yards), second; H. P. Junod, Technology (15 yards), third. Time, 52s.

880-yard run—Won by Andon Johnson, Dorchester Club (26 yards); Earl S. Dudley, unattached (scratch), second; H. P. Junod, Technology (15 yards), third. Time, 2m. 4 4-5s.

Mile run—Won by Harold Weeks, Technology Naval Aviation (scratch); H. Bryngelson, Boston (90 yards), second; J. W. Driscoll, High School of Commerce, third. Time, 4m. 41s.

Three-mile run—Won by Cecil Heath, B. A. A. (110 yards); James Henigen, Dorchester Club (scratch) second; Carl Linder, Dorchester Club (110 yards), third. Time, 15m. 55s.

ANTI-AIRCRAFT GUNS

(Continued from page 1)

It was before, except that some lopping of trees may be found necessary.

I write to inquire if there will be any objection on the part of the City of Boston to locating guns at this place. Very respectfully,

FRANCIS R. SHUNK,
Colonel, Corps of Engineers.

July 6, 1918.

Col. Francis R. Shunk,

U. S. Engineer Office,

25 Pemberton Square,

Boston, Mass.

Dear Sir: I have received your letter of July 5, stating that it has become probable that the United States may wish to locate anti-aircraft guns in the Boston Public Garden near Arlington Street and Commonwealth Avenue, and asking whether there will be any objection to this on the part of the City of Boston.

I can assure you that there will be absolutely no objection and the city will be glad to co-operate with you in any way within its power. I am today notifying the Park and Recreation Department of my approval of your application. Very truly yours,

ANDREW J. PETERS, Mayor.

NAVIATORS VISIT DEVENS

(Continued from page 1)

where Viscount Ishii, Admiral Wood, Mayor Peters, and the others reviewed them.

Continuing through Dartmouth street to Commonwealth avenue and over Harvard bridge the parade proceeded through Cambridge, Arlington, Lexington, Concord and North Acton to Ayer. As in Boston special provision was given in all the towns to permit the procession to pass uninterrupted.

Arriving at Camp Devens, the visitors were met by a committee of soldiers and then were granted permission to roam over the camp. After the tour of inspection there were athletic games, including boxing, wrestling and tug-of-war; sailors, soldiers and civilians had a camp sing conducted by Song Director Smith, and then at the Soldiers' Club at Ayer the hungry boys were provided with roast lamb, a small flock of sheep having been roasting over a trench for the previous two days.

Women of Ayer volunteered to be waitresses, and Miss Bernice Olcott Taft of Somerville, in the role of the Goddess of Liberty, sang the "Star Spangled Banner." Mayor Peters delivered an address and the party left early enough to get back to Boston at 9 o'clock.

TECHNOLOGY MEN AT THE SUMMER R. O. T. C. CAMP ENJOY ARMY LIFE

THE TECH'S Plattsburg Correspondent Reports on Experiences

The Plattsburg Camp is pretty near over now, and there seems to be a general atmosphere of relief at the prospect.

When we left Boston last spring Lieutenant Rugg was at the station to speed us on and turned us over to the "tender" mercies of Whitehead '20, who was to be "responsible" for us on the journey. It worked out pretty well until some bright individual conceived the idea of plastering the back of Whitehead's new leather putts with chewing gum! Also at Ayer the M. P. G. nailed a bunch of us for getting off the train incompletely dressed. We got up at all hours of the morning to change to the D & H at Rousse's Point, and arrived at Plattsburg about 8.00 o'clock. Waited for the little dinky yellow trolley to run us up to camp and had a fair breakfast at a restaurant just across the street from the post. Then, suitcases and dignity in hand, we sweltered up to the registration desk, stopping every hundred feet to ask the way. From there we were sent to our different companies, and our acquaintance with the camp really began. The barracks were of the usual type—one company per barrack, with lots of doors, windows, double bunks and electric lights. Ordnance issuing came next. The equipment was all of the latest issues and brand new; the rifle was the regulation modified Enfield and literally buried in grease that had a devilish odor.

I think we had our first formation for mess. When we first looked at the food we understood thoroughly why the time-honored name "mess" still held, but when it came to taste, say, home cooking had nothing on it!

Then came regulation instruction periods and drills. The general plan seems to be exercises and drill in the morning with rest periods and conference hours to make things interesting. In the first three days we learned more close-order drill than the whole time I'd been at the Institute. I had to hand it to ourselves—by Wednesday night we were good, and through no fault of ours, either. They sure did pick out a wonderful bunch of officers to instruct us; about one-third seem to be regulars, but that's only my impression. The camp is great in about every respect and every detail well attended to, especially sanitation.

Of course there are all sorts of very important and proportionally uninteresting things that had to be done. First of all came "K. P."—kitchen police. That meant spend a whole day in the kitchen, and if you were lucky all you did besides waiting on the table and paring potatoes by the thousand was washing all the table dishes for your company; otherwise you had to struggle with the inch-thick grease on all the million or so pots and pans. Then there was police squad, which meant you picked up all matches and cigarette butts and swill in general from the company court, so you might have the best barracks at the morning inspection. One company was so careful that after they had policed their own they used to hold all formations on the street of the company next door. In general, there were always policing jobs of some sort to be done.

But of course that wasn't all. About the third day they started formal guard mount, one of each of the twenty-five taking a night at it. This ceremony of the guard was all right but sentry duty was a different story. We all succeeded in making admirable boobs of ourselves—and it did us good.

Every Saturday of course, there is a regular inspection, gun, bunk, equipment, personal appearance and barracks, and somebody always gets caught to the amusement of the rest. You can't bluff an inspection.

The second Saturday they decided we might get a few diseases, and so to insure it, had us all march over to the hospital and get maltreated—vaccination in the left arm and a typhoid "shot" in the right. Inevitable results: everyone thought they were sick and some did not recover for the next few days. We got a typhoid "shot" every Saturday then on.

Every Saturday night they have movies at the Stadium—an open air theatre on the grounds. These are, of course, fun. We are used mightily well in that respect, and there is always plenty to keep us amused from Saturday noon till Sunday night. The town has been mighty good to us, and have given all sorts of high school, normal school, club and church dances for us.

That's about all I can think of that wouldn't be apt to cause trouble. I do

not feel like saying any more about the institution, for it follows the announced schedule closely enough, and you can get the schedule from Major Cole or Lt. Rugg.

INSTITUTE STUDENT TROUBLES AT BOSTON NAVY YARD SETTLED

Faculty Aids in Reinstatement of Discharged Freshmen

Since the end of the Institute year, there have been many and divers happenings at the Navy Yard in Charlestown. In the first place, about fifty men went down there to work, six of them being freshmen. As is always the case when seeking employment in a government establishment, everyone had to fill a lengthy application, which must be approved by the labor board at the yard. To obtain the rating which was finally given to all the Technology students a man must have had two years of college training. Naturally there was immediately a question as to whether the freshmen could enter the Yard and derive the full benefits of their one year of college. Professor Pearson of the English Department of the Institute, temporarily solved the problem by writing a recommendation for each man saying that he had had two years of college or its equivalent. In the case of the freshmen the word equivalent was inserted, and Lieutenant Commander Frank, the Naval Constructor at the Yard, was sure that he could reach an understanding with the labor board.

On Monday, June 24, every freshman received notice of his discharge. Of course all were unpleasantly surprised, and when an explanation was demanded, the men were told that the applications were not satisfactory. Commander Frank was very much disappointed when he found that the arrangement had been misunderstood, and within the same week all the freshmen were back to work with the same rating as before. Since their return, Lieutenant Commander Frank and Lieutenant Eichorn have taken a good deal of interest in the welfare of the undergraduates at the Yard. The men have been divided up into groups, each group having an organization of its own. In order to give the men as varied experience as possible, each group will be transferred from one shop to the other during the summer. A typical program would be as follows: first, four weeks in the mould-loft; next, two weeks in the boat shop, and during the rest of the summer the men would go into shipfitting, inside and outside, and would also work with the shipwrights. Through this system every man has a chance to see in detail the branches of the very broad field of shipbuilding. Although a good deal of the work at the Navy Yard is repair work, there is enough of the other to ensure variety for the men. In addition to the above mentioned opportunities for instruction, Lieutenant Eichorn is giving a course of lectures for the undergraduates. The Elements of Naval Architecture are discussed, and important points in several well-known textbooks are touched upon.

As a whole, the Institute men in the Yard are a very happy crowd. They are being paid good wages and at the same time are assimilating much valuable knowledge.

As the summer wears on, many interesting things are expected to happen, and it is hoped that by the end of the season, the men will have benefited considerably by their experiences.

MEN ARE WANTED IN MANY TRADES AT FORD RIVER

War Plants Throughout the East are Short Handed

Jobs are open at the Ford River plant of the Bethlehem Shipbuilding Corporation for boiler makers, outside machinists, engine assemblers, sheet metal workers, vertical and horizontal boring mill operators, copper-smiths and riveters.

Help for work on rubber goods in a factory doing government contracts is also wanted at the United States employment office, 53 Canal street. All kinds of laborers and railroad help are in demand, and there is a call for night watchmen and teamsters.

Ably-bodied men for general work are wanted at a plant in Everett doing contract work for the Emergency Fleet Corporation. The demand continues for first-class machinists, forge men, grinder hands, moulders and electric machine welders.

Where to Apply

Motormen and conductors for street railway lines are wanted, and there is a call for more laborers for work on government construction near Charlestown, W. Va. The latter job pays \$4.12 for 10 hours with double pay Sundays. Railroad fare is advanced, and the men are furnished with comfortable sleeping accommodations and medical attention free. Meals are furnished at reasonable rates. Applicants for positions outside this state should apply at the lower office, 72 Canal street. No fees are charged at the government offices for securing jobs.

TRANSATLANTIC FLIGHT URGED BY GEN. BRANCKER OF ENGLAND

British Air Council to Co-operate With America in Arranging Trip

Establishment of an air route to Europe from the United States in order to bring the full force of American effort in the air to bear against Germany has been decided upon as a definite project by the British air council, the new organization into which all British air service has been merged. This was disclosed by Major-General William Brancker, controller of equipment for the council, who is in Washington to discuss this and other projects relating to air warfare with American officials.

Plans for an initial flight across the Atlantic in August, September or October of this year are already well advanced. American co-operation is sought, and General Brancker hopes that the first machine to make the crossing will carry both British and American pilots. At least three British pilots regarded as qualified for the trip are now here, and several types of machines produced in England have ample fuel capacity for the forty hours of flying it is estimated the trip would take.

The attitude of the American government toward the project has not been disclosed, although General Brancker laid stress on the fact that the sole purpose of the trip was to blaze a new trail to Europe over which American aircraft can be delivered next year without taxing shipping. Presumably, it arises from the fixed purpose of the British air ministry to carry the bombing warfare into Germany on a steadily increasing scale until not a vital spot in the German empire is safe from allied raiders.

After General Brancker had made public his plans Secretary Baker said that no army aviation officers had yet been assigned to work in conjunction with the British on the project. Successful navigation of the air to Europe is to be hoped for, he said, but no definite plan to attempt it is now before government officials.

Under any consideration, a seaplane carrying at least 750 horse power will be the first craft to attempt the flight. Until arrangements have been made for the touching of airplanes at the Azores en route which is a difficult matter, owing to the rugged contour of the islands, landings there for refueling will have to be made in the harbor.

As the trip is now projected, it would start from British soil in Newfoundland, touch at the Azores and again in Portugal and conclude in Ireland, probably to be resumed after overhaul, to France. While this is not the shortest route, it is said to offer better weather and better opportunity to forecast the weather in advance. There already have been conferences with American meteorological experts in this regard.

PLATINUM JEWELRY WEARER NOW CLASSED AS "SLACKER"

The Department of the Interior issues the following:

The newest type of slacker and one who is doing his country a great amount of harm is the man or woman who buys or even encourages the purchase of platinum jewelry, according to the Bureau of Mines, Department of the Interior. For the country is and for many years will be desperately in need of the scarce and precious platinum in its industrial work and must have it if the war machine is to go full speed ahead.

Proposed to Stop Use

A plan proposed by the Federal officials would stop the use of platinum in jewelry, not only for the war, but for all time. Officials of the Government who are in close touch with the situation are apprehensive as to the future supply of platinum. As far as can be learned, it is believed that aside from the large amount of platinum metals in the form of manufactured jewelry, a large part of which is in private ownership, there is less than 25 per cent of the normal stock of unmanufactured platinum in this country available for the needs of the war.

Order to Commandeer

In an effort to fill the immediate pressing needs of the Government in its war program, the War Industries Board has ordered that 75 per cent of the stock of platinum in the hands of manufacturing jewelers be commandeered and also the complete stock held by refiners, importers, and dealers; but this, it is said, will only fill a small gap and that temporarily.

It has been hoped by Federal officials and chemists throughout the country who understand the seriousness of the situation that the whims of fashion might yield to national needs and that purchasers of jewelry would demand gold and silver or a white alloy, and so release platinum for its highest use, but the results have been disappointing.

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